5. Recommended Improvement Projects

This chapter presents project recommendations for the City of Chula Vista's pedestrian network, including a focus on citywide and high priority improvement recommendations. These infrastructure improvements are intended to enhance pedestrian access and circulation as well as help pedestrians feel more comfortable when walking in Chula Vista. This chapter focuses primarily on engineering and infrastructure, while Chapter 7 discusses programs and other non-infrastructure improvements to enhance the walking environment in Chula Vista.

Two types of infrastructure projects are described on a citywide basis: infill of sidewalk gaps and curb ramp installation. Other citywide infrastructure improvements to enhance the pedestrian environment are also encouraged and discussed broadly in **Appendix B: Pedestrian Design Guidelines.**

Following the citywide project recommendations, thirty (30) of the highest priority project locations are identified and conceptual designs are presented for each project location in a "Project Sheet." The high-priority projects seek to improve specific intersections and corridors that were identified through the existing conditions review, extensive public input, and the pedestrian needs analysis.

All pedestrian projects and programs must be implemented through the City of Chula Vista's Capital Improvement Program process, which includes a public review process and project approval from the City Council.

Citywide Improvements

Infill of Sidewalk Gaps

Sidewalk gaps occur where there are no sidewalks, or where the sidewalk ends abruptly, resulting in a discontinuous pedestrian network. Areas without sidewalks may force pedestrians to walk along the edge of the roadway, or may cause pedestrians to cross at undesignated crossing locations. Providing a continuous pedestrian sidewalk along all of Chula Vista's roadways is recommended.

Figure 5-1 displays locations of missing sidewalk in Chula Vista. There are approximately 59.4 miles of missing sidewalks in the City of Chula Vista, assuming both sides of the street should be equipped with sidewalk. The vast majority of the missing sidewalks are in the western half of Chula Vista, with a major concentration in the Southwest quadrant west of I-805 and south of L Street. Only 79.7 percent of the streets in the Southwest quadrant are equipped with sidewalks on both sides.

In 2006, the City adopted an Infrastructure Management Program to manage pavement, drainage, deficient cross gutters, utility undergrounding and missing infrastructure, including missing sidewalks, curbs and gutters, and pedestrian ramps. The City believes that expanding this program to include the City's complete array of public infrastructure would further improve the program's effectiveness.

Since 1983, the City has also had an Assessment District program used primarily in residential neighborhoods to improve streets, including filling in missing sidewalk. To create an assessment district, 60 percent of the affected property owners must agree to the formation of the district.

Decisions requiring financial commitments need approval of 50 percent of the property owners in the assessment district.

RECOMMENDATION: As a first priority, the City should continue to optimize the Infrastructure Management Program in order to fill sidewalk gaps across the City, especially located along arterial and connector roadways.

Curb Ramp Installation

This section presents several types of improvements that will enable the City of Chula Vista to better accommodate disabled populations and comply with Federal and State legislation. These improvements include installation of missing curb ramps and truncated domes at all intersections across the city.

Intersections without Curb Ramps

Figure 5-2 displays locations of missing curb ramps in Chula Vista. There are a total of 877 missing curb ramps across the city on 386 different intersections. Of the 386 intersections without a curb ramp on at least one corner, 350 intersections are missing two or more curb ramps. A vast majority of the missing curb ramps 656 (75 percent) are located in the western half of Chula Vista.

The City of Chula Vista currently has an ADA Transition Plan, which documents and prioritizes every intersection with missing curb ramps for installation.

RECOMMENDATIONS: Chula Vista should continue their ADA Transition Plan schedule to install curb ramps at all intersections as feasible.

Truncated Domes

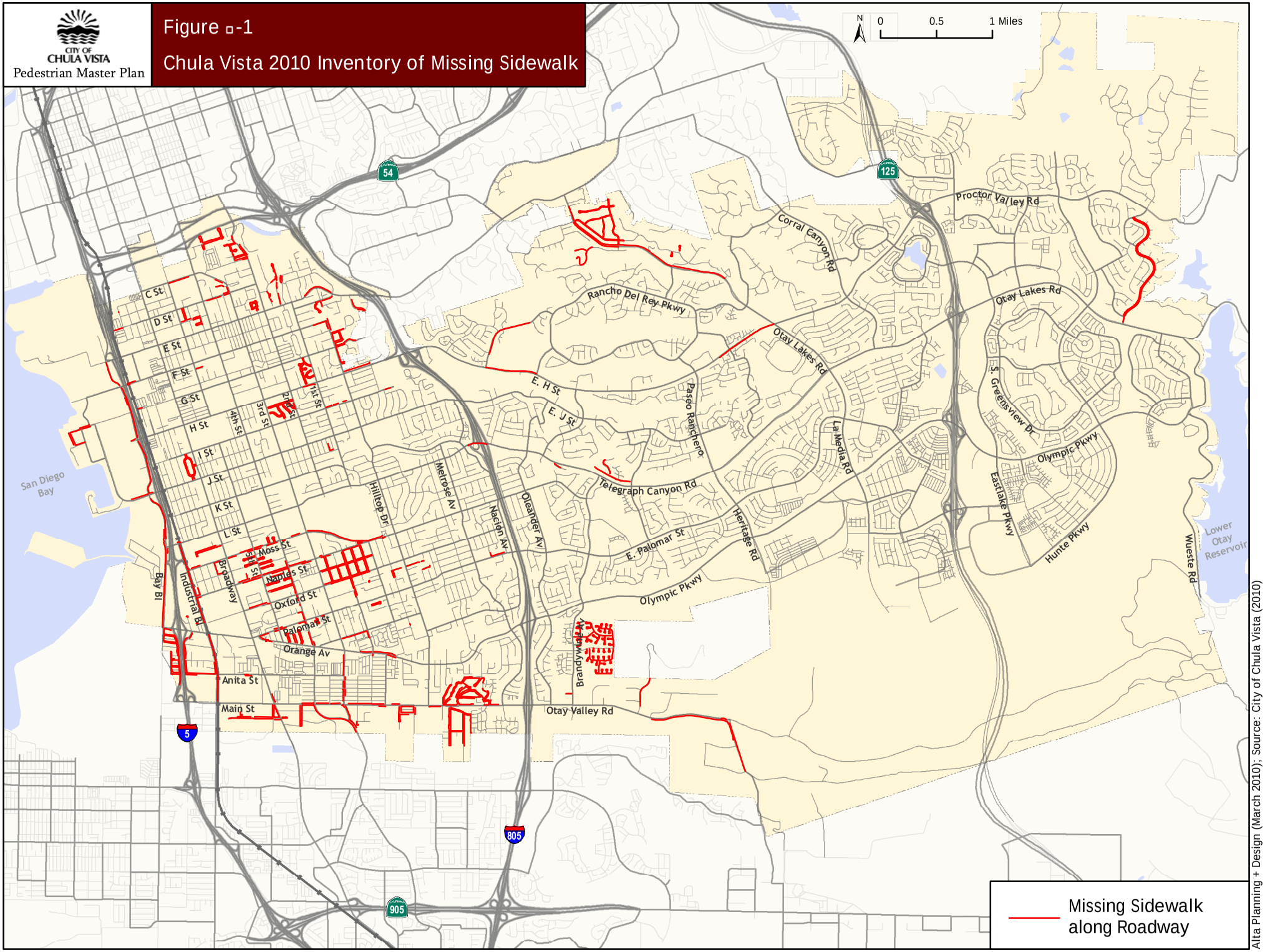
Truncated domes provide a cue to visually-impaired pedestrians that they are entering a street or intersection. Since 2002, ADA Guidelines (*Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities, September 2002*) have called for truncated domes on curb ramps. Most of Chula Vista's curb ramps lack truncated domes, because they were constructed prior to 2002. On streets that have been constructed since 2002, truncated domes should be installed. Truncated dome panels shall be a minimum of 2' in the direction of ramp and the width shall be the full width of ramp, exluding ramp flares in the public right-of-way.

Although it is not required for Chula Vista to install truncated domes at existing curb ramps that were built prior to 2002, the City may wish to install these devices at all high priority intersection locations. Truncated domes are a very visible improvement, and they are relatively inexpensive to install. The preferred option for retrofitting truncated domes requires saw-cutting out a 3x4 space in the ramp in order to embed the truncated dome panel flush with the surface. While more expensive than simply adhering the retrofit panel to an existing ramp with epoxy, the saw-cutting ensures that the domes will not become detached and pose a tripping hazard.

RECOMMENDATION: Chula Vista should consider retrofitting truncated domes along arterial/arterial intersections where they are currently lacking.

CITY OF CHULA VISTA
Pedestrian Master Plan

Figure ▫-1
Chula Vista 2010 Inventory of Missing Sidewalk



Alta Planning + Design (March 2010); Source: City of Chula Vista (2010)

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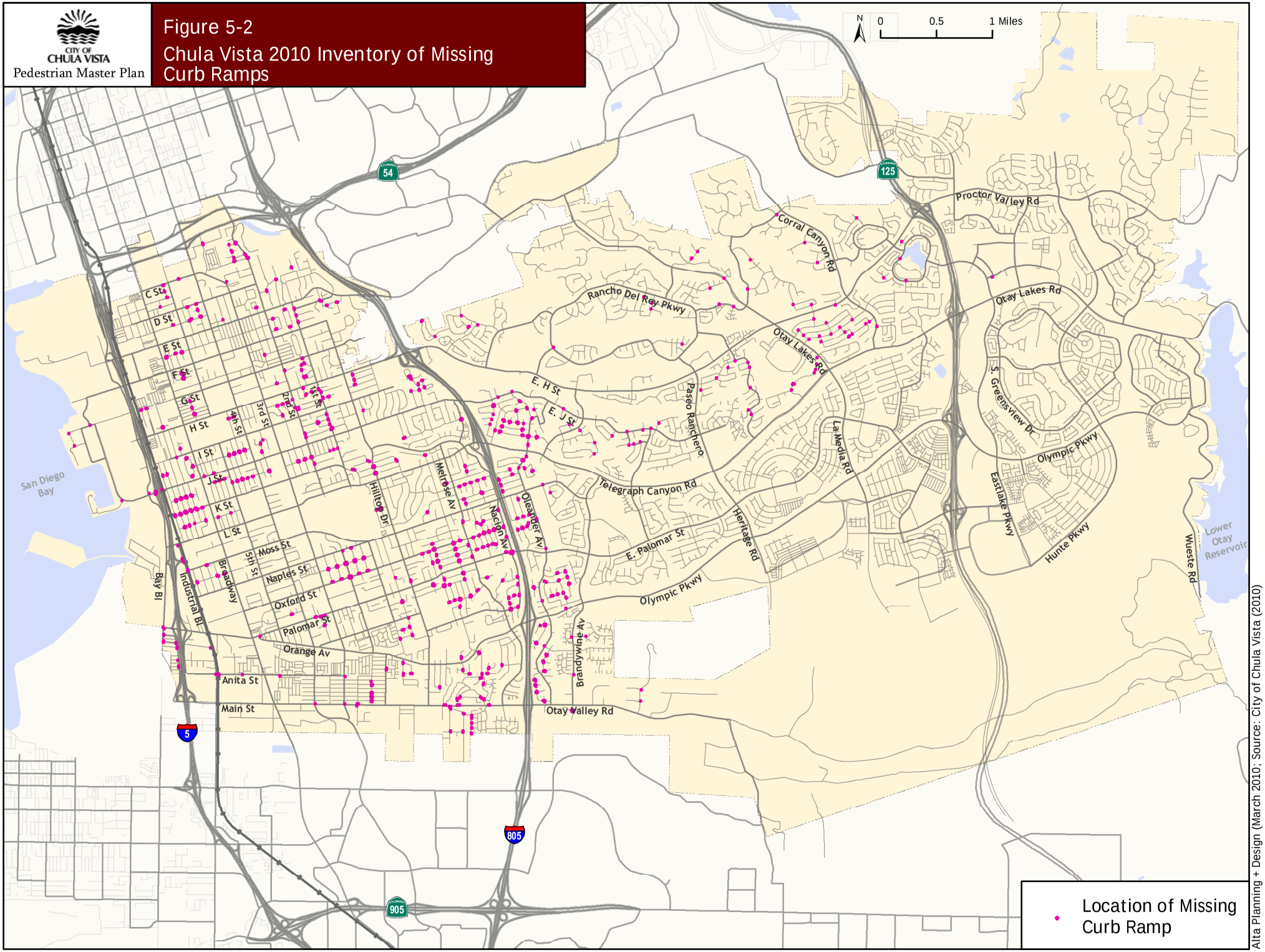
CITY OF CHULA VISTA
Pedestrian Master Plan

Figure 5-2
Chula Vista 2010 Inventory of Missing Curb Ramps



Alta Planning + Design (March 2010; Source: City of Chula Vista (2010)

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High Priority Improvement Projects

Project Prioritization

Pedestrian facilities were prioritized through a multi-part process which relied upon analysis of existing conditions, the pedestrian needs analysis presented in Chapter 4, and public input gathered from the outreach process. This extensive data, cataloged in spatial format, was used to develop a GIS-based prioritization system that assigns priority scores to every roadway and intersection in the City. **Table 5.1** displays the prioritization inputs and scoring system. The points assigned to each of the inputs were extensively discussed by Project Working Group members before being finalized. **Figures 5.3** and **5.4** display the outcome of the prioritization analysis for roadway segments and intersections, respectively.

After the prioritization analysis was complete, the highest ranking segments were assembled together into 30 project areas. The high priority project areas are largely located along arterial and collector roadways that form the backbone of the City's transportation system. There is considerably greater need for projects in the older western half of the City. Only three high priority project areas were considered for eastern Chula Vista.

Figure 5-5 displays the high priority corridors and intersections, along with each facility's ranking. **Table 5-2** lists the thirty (30) high priority projects along with their respective rankings and prioritization scores. For a list of project types and cost estimates, refer to Table 8.3.

High Priority Project Descriptions and Costs

The final component of Chapter 5 is the presentation of the 30 high priority project sheets. The high priority project sheets include a description of the project area and issues; a listing of the specific improvement recommendations; a cost estimate; an overview map of the project area; and finally, conceptual designs of each of the pedestrian improvement recommendations. It should be noted that the City of Chula Vista has several Capital Improvement Projects pending, including the following projects:

- Third Avenue, between E and H Streets;
- Fourth Avenue, between L Street and Orange Avenue;
- Oxford Street, between Third and Alpine Avenues;
- Otay Lakes Road, between Canyon Drive to south of East H Street.

The Otay Lakes Road project will eliminate the east-west crossing at the south leg of the intersection at East H Street.

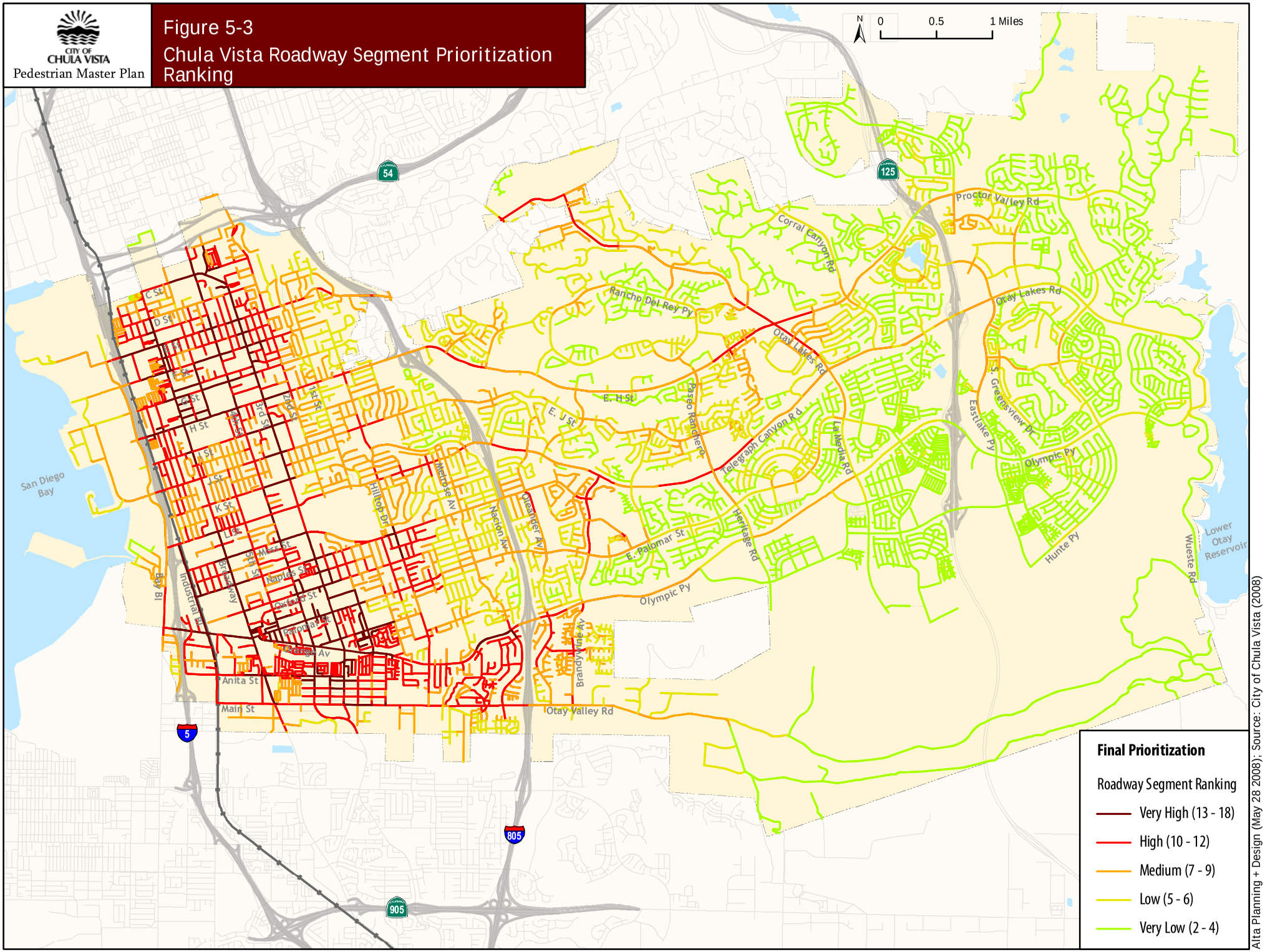
Table 5.1
Roadway Segment and Intersection Ranking System

Factor	Points
Pedestrian Demand Model	
Very High	4
High	3
Moderate	2
Low	1
Pedestrian Detractor Model (Detractor Scores)	
Very High	5
High	4
Moderate	3
Low	2
Very Low	1
Public Comment	
Public comments regarding roadway segment (4 to 10 comments per segment) or	2
Public comments regarding roadway segment (1 to 3 comments per segment) or	1
No public comment regarding roadway segment or intersection	0
Proximity to Schools, Parks, and Libraries	
< ¼ Mile	2
¼ to ½ Mile	1
> ½ Mile	0
Proximity to Mobile Home Parks	
< ¼ Mile	2
¼ to ½ Mile	1
> ½ Mile	0
Proximity Senior Activity Centers & Housing	
< ¼ Mile	2
¼ to ½	1
> ½ Mile	0
Infrastructure Deficiency Cost by School Area	
> $178 per foot of roadway	4
$85 - $177 per foot of roadway	3
$70 - $84 per foot of roadway	2
$20 - $69 per foot of roadway	1
< $20 per foot of roadway	0

Source: Alta Planning + Design, 12/18/2009

CITY OF CHULA VISTA
Pedestrian Master Plan

Figure 5-3
Chula Vista Roadway Segment Prioritization Ranking



Alta Planning + Design (May 28 2008); Source: City of Chula Vista (2008)

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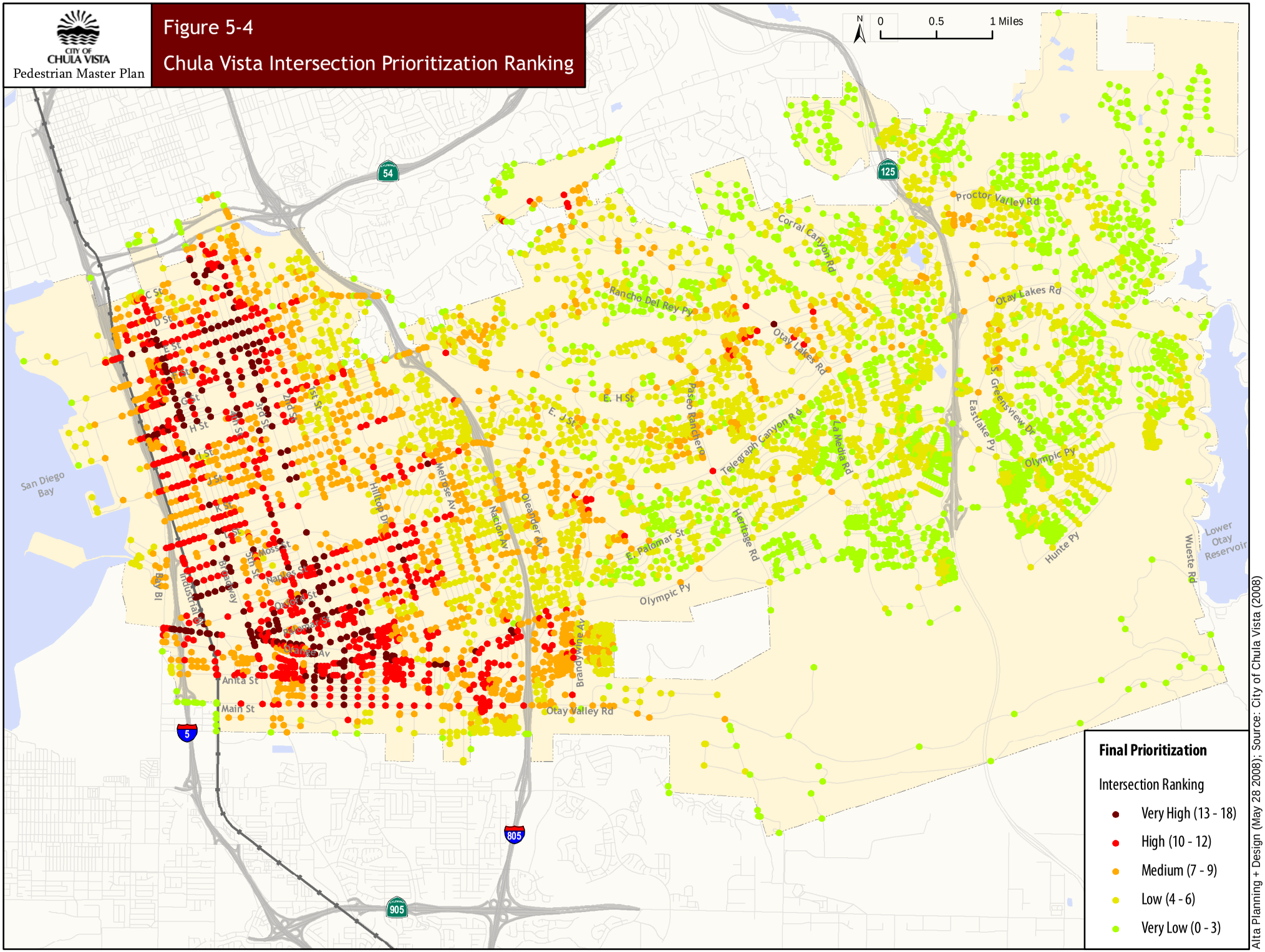
CITY OF CHULA VISTA
Pedestrian Master Plan

Figure 5-4
Chula Vista Intersection Prioritization Ranking



Alta Planning + Design (May 28 2008); Source: City of Chula Vista (2008)

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